

Jan 23

Jan 23

Cont from below
Jan 24

Jan. 24 89

ARETHUSA HAS BIGGEST TRIP

Small Lot of Halibut Brought
52 Cts. Pound at T
Wharf Today.

The arrivals of five beam trawlers
one sailing craft saved T wharf
a fish famine this morning. In
they had 185,000 pounds which
ped out some on the market of the

Sch. Arethusa, Capt. Clayton Mor-
sey, has the largest trip at the
k, his haul being for 50,000 pounds.
others in are the steamers Bil-
Foam, Breaker, Heroine and
ay. Sch. Avalon arrived at the
k from this port with her fare of
foundland frozen herring.

Wholesale prices at the opening of
market were \$4 to \$4.65 a hun-
d pounds for haddock, \$4.50 for
e and \$3 for market cod, \$4 to \$6
hake, \$4 for pollock. A small lot
halibut sold at 52 cents a pound,
highest price of the winter.

Boston Arrivals and Receipts.

The arrivals and receipts in detail

tr. Breaker, 28,000 haddock, 800

tr. Foam, 21,000 haddock, 2000 cod.

tr. Billow, 42,000 haddock, 4000

1000 lemon sole.

tr. Heroine, 23,000 haddock, 600

tr. Spray, 18,500 haddock, 300 cod,
lemon sole.

Sch. Arethusa, 38,000 haddock, 3400
8000 cusk.

haddock, \$4 to \$4.65 per cwt.; large
\$4.50; market cod, \$3; hake, \$4 to
pollock, \$4; halibut, 52 cents.

Winter Fishery in Newfoundland

An item appeared in one of the
foundland papers a few days ago
reporting good winter fishing in the
city of St. John's. We asked one
our fish merchants what progress
being made in winter fishing on
the coast of Nova Scotia. He said
very little except for the fresh fish
age. And this fact is not surpris-
ing. Conditions on the Newfoundland
east are much more favorable than
with us, notwithstanding the fact
that we are some degrees farther
south. The reason why Newfound-
land is developing a winter fishery is
that there is a great supply of fish
and they are nearer the shore. An-
other thing is that there is not the
same trouble along our coast, though
we doubt the latter would not be an
insurmountable barrier if the return
of the fishermen with us were greater.
Halifax Maritime Merchant.

One of Crew Astray.

Sch. Frances P. Mesquita, Capt.
well of this port engaged in the
haddock fishery, arrived at
Shelburne, N. S., Saturday, reporting
that Joseph Mullin, one of the crew
strayed from the craft on the day
previous, according to a letter to the
today.

Herring Craft Fast in The Ice.

Four crafts are on their way home
with Newfoundland herring cargoes,
which with the crafts frozen in at
the Bay of Islands, winds up the list
for the season.

At Bonne Bay, all the fleet have
cleared and have started for home.
The crafts due to arrive here are
schs. Senator Gardner and Atalanta,
while schs. Regina and Elizabeth N.
are on their way to Bucksport.

There is but little chance of sch.
T. M. Nicholson of Bucksport and
the Nova Scotia schooner Frances
Williard, chartered with a cargo for
Bucksport, getting free until spring.
Sch. Georgie Campbell of this port is

hemmed in on the outer edge of the
ice and with a south southeast wind,
there is a chance that she may work
clear. Unless the opportunity ar-
rives, she will be obliged to remain
there the remainder of the winter.

JAN 24 Refused Request to Send Cutter.

An appeal has been made to the
treasury department at Washington,
through Congressman Gardner, to
send a cutter to the Bay of Islands,
N. F., to free the three imprisoned
herring crafts which are held fast in
the ice there, but the Congressman
is finding it a much harder task than
two years ago, when a similar re-
quest was made to the department
and two cutters were immediately
dispatched to the scene. The de-
partment has refused to detail a cut-
ter on such a mission, but the navy
department may send a tugboat, so
the Congressman is informed ac-
cording to morning advices from the
capitol.

Fred L. Davis, owner of sch. Geor-
gie Campbell, one of the ice-bound
fleet, wired to Congressman Gardner,
seeking to enlist the latter's support,
while the Board of Trade through
President Carroll, has made a simi-
lar request of the Congressman in
answer to an appeal from T. M.
Nicholson, who has two crafts frozen
in at the Bay of Islands.

The present instance is not the
first of its kind in which American
vessels have been caught in the ice
at Newfoundland and on each oc-
casion the government has sent a
cutter to the rescue.

Won't Send Cutter.

Mr. Gardner took up the matter
yesterday afternoon with Assistant
Secretary Newton, but without suc-
cess.

The Department is not willing to
send a revenue cutter in the present
instance as it takes the view that
the New England coast would be
inadequately protected if a cutter
were sent to Newfoundland.

Congressman Gardner next appeal-
ed to the Navy Department and re-
quested that a sea-going tug be sent.
Assistant Secretary Roosevelt has

taken the matter under advisement
and will come to a decision today.
The Department has a tug at New
York harbor, and the Secretary is
now investigating as to whether it
would be suitable for the work or
breaking the ice to release the im-
prisoned vessels.

In the meanwhile, the owners are
patiently awaiting the outcome of
Secretary Roosevelt's endeavors.
Latest advices from Newfoundland
states that the situation is not chang-
ed at the Bay of Islands and unless
some relief is forthcoming, it looks
very much as though the crafts will
have to remain until spring.

Jan 24 GILL NETTERS GOT A LIFT

First Haul Since Last Tues- day Netted 40,000 Pounds Fresh Fish.

The gill netters lifted yesterday, it
being the first time that they have
hauled their gear since Tuesday.
Catches ran small, however, the day's
lift totalling about 40,000 pounds
which were shipped to the Boston
market.

Nothing in the off-shore line was in
up to noon. A number of the shore
fleet are tied up at their various
wharves in the harbor.

Today's Arrivals and Receipts.

The arrivals and receipts in detail
are:

Str. R. J. Killick, gill netting, 3500
lbs. fresh fish.

Str. Quoddy, gill netting, 3800 lbs.
fresh fish

Str. Naomi Bruce, gill netting, 800
lbs. fresh fish.

Str. Robert and Edwin, gill netting,
2100 lbs. fresh fish.

Str. Rough Rider, gill netting, 1200
lbs. fresh fish.

Str. Nomad, gill netting, 4000 lbs.
fresh fish.

Str. Enterprise, gill netting, 4500 lbs.
fresh fish.

Str. Bethulia, gill netting, 4500 lbs.
fresh fish.

Str. Mary F. Ruth, gill netting, 2000
lbs. fresh fish.

Str. Sunflower, gill netting, 600 lbs.
fresh fish.

Str. Ethel, gill netting, 3000 lbs.
fresh fish.

Sch. Rose, Standish, shore.

Sch. Elva L. Spurling, shore.

Sch. Mary F. Sears, shore.

Sch. Edith Silveira, shore.

Sch. Manomet, shore.

Sch. Jeanette, shore.

Sch. Mary P. Goulart, shore.

Sch. Priscilla Smith, shore.

Sch. Jorgina, shore.

Sch. Flora L. Oliver, shore.

Sch. Russell, shore.

Sch. Mary DeCosta, shore.

Vessels Sailed.

Sch. Ingomar, haddocking.

Sch. Marsala, Georges.

TODAY'S FISH MARKET.

Salt Fish

Handline Georges codfish, large,
\$5.75 per cwt.; medium, \$4.75; snap-
pers, \$3.50

Eastern halibut codfish, large,
\$5.00; medium, \$4.50.

Georges halibut codfish, large,
\$5.50; mediums, \$4.50.

Cusk, large, \$2.50; mediums \$2.00; te
snappers, \$1.50

Haddock, \$2.00.

Hake, \$2.00.

Pollock, \$2.00.

Fresh Fish.

Splitting prices:

Haddock, \$1.15 per cwt.

Eastern cod, large, \$2.25; medium,

\$2.00; snappers, 75c

Western cod, large, \$2.50; medium,

\$2.15; snappers, 75c.

Ail codfish, not gilled, 10c per 100

pounds less than the above.

Hake, \$1.15.

Cusk, large, \$2.00; medium, \$1.50;

snappers, 50c.

Dressed pollock, 90c; round, 80c.

Newfoundland bulk salt herring,

\$3.50 per bbl.

Newfoundland pickled herring,

\$4.50 per bbl.

Newfoundland frozen herring,

3 1-2c per lb.

Fresh halibut, 18c per lb for white

and 14c for gray.

REGINA HAD A HARD PASSAGE

With her main gaff jumbo and all
head sails badly damaged, and nearly
all of her deckload of balled her-
ring gone, sch. Regina arrived at
North Sydney a week ago yesterday,
en route for Bucksport, Maine, after
a tempestuous voyage from Bonne
Bay, N. F. It was one of the rough-
est trips ever encountered by a fish-
erman, and the skipper and each
member of his crew were glad to reach
the safe anchorage of North Sydney's
sheltered harbor. The schooner is
still in port effecting repairs and in-
stalling the new sails ordered from
Gloucester.

Good Stocks.

Sch. Arethusa, Capt. Clayton Mor-
rissey, that arrived at Boston yester-
day from a haddocking trip, secured
a fine stock of \$2047, while the crew
shared \$40 clear.

Capt. Morrissey reports extremely
rough weather, during the trip, which
did not extend east of Shelburne.

Sch. Onato, Capt. J. Henry Larkin,
another of the haddock fleet, secured
a good stock this trip of \$2300, while
the crew shared \$44 each.

Made Good Returns.

The following dividends were re-
cently paid out to shareholders: Sch.
Delewana, Capt. Benjamin Cook,
\$4100; Revenue, Capt. Forman Moss-
man, \$3332; sch. Nobility, Capt. Hiram
Ritcey, \$2848; sch. Falka, Capt.
Charles Conrad, \$2188.—Lunenburg
Progress and Enterprise.

Cont'd above

90 Jan. 24

SHORE BOATS IN AT T DOCK

**Week End Prices Were Good
— Catches Continue
to be Small.**

The shore fleet predominated the market at T wharf, Boston, this morning, nine fares arriving during the night.

They consisted mostly of haddock, cod and hake and considering that it was the week-end, prices were good.

Opening sales were \$5 a hundred weight for haddock, \$5 for large and \$3 for market cod, \$4 for hake, \$4 for pollock and \$2.50 for cusk.

Boston Arrivals and Receipts.

The arrivals and receipts in detail up are:

Sch. Elizabeth W. Nunan, 3000 haddock, 900 cod, 4000 hake.

Sch. Genesta, 3300 haddock, 200 cod, 600 hake.

Sch. W. M. Goodspeed, 4500 haddock, 700 cod.

Sch. Flavilla, 3000 haddock, 1500 cod, 1000 pollock.

Sch. Leonora Silveria, 2500 haddock, 100 cod, 1000 hake, 1000 pollock.

Sch. Adeline, 2000 haddock, 1000 cod.

Sch. Juno 1000 haddock, 2100 cod.

Sch. Buema, 7000 haddock, 3600 cod, 1500 hake, 3000 pollock.

Sch. Harriett, 3000 haddock, 100 cod.

Haddock, \$5 per cwt.; large cod, \$5; market cod, \$3; hake, \$4 to \$6; pollock \$4; cusk, \$2.50.

FARES WERE MEANT FOR BAIT

**Herring Trips at New York
Were Bought by Fernan-
dina Fish & Trading Co.**

A letter received today from Wilson & Barry, Fulton market wholesale fish dealers states that the two British schooners there with frozen herring cargoes are consigned to the Fernandina Fish & Trading Company, rather than the two firms, previously mentioned.

According to the information received, the cargoes were purchased off for bait for the bluefishing fleet now operating off the Florida coast, but on account of the bad weather and scarcity of fish, the crafts have not needed the bait and the cargoes are being utilized for food purposes instead.

The concerns comprising the Fernandina Fish & Trading Company are the well known firms of Chesboro & Brothers, George T. Moon Company, Caleb Haley, S. L. Storer and Wilson & Barry.

BIG MONEY OUT OF SMALL TRIP

With her flags flying gaily, the little schooner Nyanza, owned and commanded by Capt. George Herridge of North Sydney, C. B., sailed into port under a spanking breeze, and tied up at the terminus wharf. On board the Nyanza was 30,000 pounds of fresh fish, principally cod, which was quickly transferred into cold storage cars and despatched to Montreal. The catch represented scarcely a two weeks' trip to Ingonish, where with only four men and two dories, Capt. Herridge caught his cargo. The men were on shares, and after paying all expenses out of \$630, received for the catch by Mr. Doggett, representing a Montreal house, each of the crew received the sum of \$97, not a bad clear up for two weeks work. This is another incident of the many almost daily happening, which goes to prove the necessity of a local fleet of fishermen operating in North Sydney, says the North Sydney Herald. Even on Saturday last, Messrs. Jake Rogers and Elias Masher, two local fishermen, spent a few hours off the harbor entrance and returned with 5000 pounds of cod, a pretty showing for two boats the 17th of January.

FRANK COONEY STILL SNARLS 'EM

Out only 21 days, the E. E. Saunders Fish Company sch. Nettie Franklin returned Monday morning and reported one of the biggest catches in some months. The Nettie Franklin, which is the largest fishing craft plying from Pensacola and which is commanded by Capt. Frank Cooney, brought 40,000 pounds of snapper and 20,000 pounds of grouper. The crew shared \$70 clear.

The Nettie Franklin visited the Campeachy snapper banks and escaped all the bad weather that has prevailed in the gulf during the past several weeks.

Other vessels reaching the dock of the Saunders Fish Company Monday morning were the Cavalier, which reported a catch of 17,000 pounds of snapper and 7000 pounds of grouper, and the Angilena, which brought in 15,000 pounds of snapper and 6000 pounds of grouper.

FISHING CRAFT IS TOTAL LOSS

Additional particulars concerning the wrecking of sch. Eglantine of this port at Spry Bay, states that the craft is still hard and she will be a total loss. The weather continues bad and no attempt has yet been made to save her equipment and gear.

GASOLINE FOR N. F. BANKERS

The increase in the number of motor fishing boats the last two years has been very rapid and the outlook for still further increase the coming year is very apparent, says the St. John's, N. F. Trade Review. The motor boat met with two handicaps to its general adoption at the start, viz.: want of knowledge how to run the engine, and the high price for gasoline. These two obstacles have been overcome, for every fisherman of ordinary intelligence can now learn to run an engine after an hour's instruction, and, as engines are now built to consume kerosene oil instead of gasoline, the fuel cost has been cut down to one-third of the old figures. Under these circumstances, there will not be a harbor round the coast without one or more fishing boats the coming summer.

But, motor propelled boats are not to be confined to the inshore fishery very long, and some of the banking schooners will have engines installed the coming season. The Jowler of the banking fleet, Captain John Lewis is placing an engine in his schooner Metamora, and we hear that several other captains will follow suit. Hitherto, the banking voyage has suffered considerably through the inability of the schooners to move about in calm weather seeking bait, and it is with the intention of obviating this difficulty that motors are to be installed in bankers. Of course, only the venturesome few will make the start, but their brothers will follow in due course.

It is not too much to say, that the Labrador fishing schooners will have motor engines in a few years. As long as the trap and inshore fishing features largely in the business, the necessity for motor schooners will not be so great, but in a few years the Labrador fishery, is going to become an offshore fishery, to prosecute which, motor schooners will be as necessary as for the Newfoundland bankfishery. The last few years, while our people were "whittling sticks" on the rocks waiting for the fish to strike home to the Labrador shore, Canadian and American bankers have been loading their schooners a few miles off the coast. We can only cope with this condition with larger schooners, and preferably motor propelled schooners.

Yarmouth Exports.

In spite of the stormy weather last week the exports of fish from Yarmouth were particularly large, in fact, the largest for many months. The steamer Boston could not handle all the freight that was offered, and some cargo had to be left on the wharf. The exports for the week were 573 crates of live lobsters, 560 drums of salt fish, 793 boxes boneless fish, 65 cases nicked fish, 23 bbls. salt mackerel, 6 boxes haddies, 230 barrels salt herring, 92 barrels clams, 112 boxes fresh smelts, 225 cases fresh fish, 50 cases canned lobsters. To London, 373 cases lobsters and to Hamburg, 262 cases lobsters. Total value about \$47,000.

Wants all Fish Sold Weight.

State House, Boston, Jan. 24. Representative Patrick J. Boyle of Chester has filed a petition asking legislation to provide that fish shall be sold by weight.

The real purport of this legislation is to provide the fisherel shall be so sold, as it is now the Cape Ann member of the other fish are sold by weight at present time. As he explains the members who live away from the coastline, a number two mackerel may be just a trifle under size, a number one mackerel and enough smaller to need to be about half the price of a number fish.

In other words, instead of sharp grades of prices, there be a price per pound and the fisher would get the benefit of every that the fish weighted. This will be referred to the committee on mercantile affairs for a hearing.

Pacific Fisheries to Be Surveyed

Official information has been received by Chief Inspector Chamham of the Dominion Fisheries that in accordance with the recommendation of the Pacific Division the Fisheries Advisory Board, survey of the fishing resources of Pacific coast has been arranged to begin next summer. Says the Canadian Fisherman. Two expeditions from Scotland and one from Nova Scotia have been engaged to carry out work under the supervision of Biological Board of Canada.

Fishing Fleet Movements.

Sch. Josephine DeCosta arrived Liverpool, Tuesday and cleared Halifax.

British sch. Harry Adams of Bonne Bay, N. F., with frozen herring arrived at Louisburg, Tuesday.

The British sch. Mary D. from Bay of Islands, N. F., with frozen herring arrived at Lunenburg, Wednesday last.

Arrivals at Galveston.

Three vessels of the Gulf fleet arrived Tuesday, bringing approximately 63,000 pounds of snapper. The vessels arriving the Lizzie B. Adams, the Hattie and the Dorothy.

Repairing the Fallon.

After being temporarily patched the beach at Deer Island, the John J. Fallon was towed to the yard, Chelsea, Sunday, for repairs. The vessel struck on False Spit Bug Light, recently, while bound from the fishing grounds. It was believed she would prove a total loss. Wreckers succeeded in saving her, though the bottom planking was very badly damaged.

Iceland Model Fisheries Base

"As a fishing centre Iceland is preme," says Carl Laentzen, the Arctic explorer, who recently returned from the "isolated island." "It is one of the largest of fishing bases in the world, and the fleets of England, France and Holland go up there every year."

Jan. 24
rawlers Mit Ward by Gale.

With four fishermen still astray in the dories and after experiencing one of the heaviest gales of the season on the Cape Shore, a number of Boston and Gloucester fishing boats have arrived at Nova Scotia and reported their losses. Of 11 men who strayed from schs. Pontiac and Elsie, all but one have been accounted for. Two are missing, sch. Alice and one from sch. P. Mesquita, although strong hopes are entertained that they have been rescued by some passing craft and reached the land in safety.

Sch. Alice Buried in Ice.
A telegram to the Times yesterday afternoon from the Times correspondent at Liverpool, N. S., announces the burial of sch. Alice, Capt. James H. O'Brien. The Alice was buried in ice and bore unmistakable signs of having experienced the weather. Her main boom and foresail was gone and two of her crew, whose names are not even have been left outside off Halifax. Capt. O'Brien experienced one of the toughest southeast gales, which was accompanied by a blinding snow storm, in all his experience.

Eleven Astray, 10 Reach Land.
A Halifax despatch tells of the arrival of sch. Pontiac and Elsie at that place yesterday. Both schooners must have had a hard time of it, as all of their fishermen were separated from their crafts during a heavy gale Wednesday, but all but one have been accounted for, having made safe landings along the coast. Hopes are also entertained for the safety of Charles Bronson, a Newfoundlander, one of the crew of sch. Pontiac, who is still missing.

Sch. Elsie sailed yesterday for the Boston market.

With two missing from the Alice, one from the Pontiac, and Joseph Mullin of sch. Frances P. Mesquita, whose craft put in at Shelburne several days ago, four fishermen remain to be accounted for. A number of vessels were plying off the Cape Shore at the time, and the chances of their being rescued are considered excellent.

JAN. 26
Sch. Atalanta at Canso To-Day.

Sch. Atalanta, Capt. Richard Waddington, is at Canso, N. S., this morning, en route from Bay of Islands, N. F., to this port with a cargo of herring for the Gorton-Pew Fisheries Company. A telegraphic despatch received by her owners this morning from Capt. Waddington states that he had the vessel hard, but aside from her foremast being torn and a broken foregaff, no other damage was sustained. The Atalanta was detained in leaving the Bay of Islands for some two days after loading. Capt. Waddington was waiting for favorable weather to get away. She will make repairs at Canso before resuming her voyage.

TOOK HALIBUT FARE TO BOSTON

Sch. Bay State Went Up This Morning—Gill Netters Did Not Lift.

Sch. Bay State with a fare of 16,000 pounds of fresh halibut and some salt and fresh cod arrived yesterday after a six weeks trip on Quero. Capt. Ross disposed of his fare in Boston today, the craft sailing for there this morning.

Sch. Monitor from North Sydney is here with a miscellaneous cargo of salt and dried fish for the Gorton-Pew Fisheries Co.

Not a gill netter lifted yesterday, all the boats being held inside on account of the blustery weather of the day. The fleet is small and will probably remain so, until next month or until the haddock strike in. Saturday's landings were small, the shipments being small.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Bay State, Quero, 16,000 lbs. fresh halibut, 3000 lbs. salt cod, 2000 lbs. fresh fish, (went to Boston).

Sch. Monitor, North Sydney, C. B., 390,142 lbs. salt cod, 120 boxes haddock, 16 boxes codfish, 1680 lbs. dried haddock, 324 lbs. dried codfish, 400 lbs. fish skins.

Sch. James and Ella, shore.
Sch. Mary DeCosta, shore.
Sch. Leonora Silveira, shore.
Sch. Jorgina, shore.
Sch. Juno, shore.
Sch. Adeline, shore.

Sch. Mary F. Ruth, gill netting, 1700 lbs. fresh fish.

Str. Quoddy, gill netting, 1200 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 700 lbs. fresh fish.

Str. Rough Rider, gill netting, 500 lbs. fresh fish.

Str. Nomad, gill netting, 3000 lbs. fresh fish.

Str. Enterprise, gill netting, 3000 lbs. fresh fish.

Str. Ethel, gill netting, 2000 lbs. fresh fish.

Str. George E. Fisher, gill netting, 1400 lbs. fresh fish.

Str. Gertrude T., gill netting, 2000 lbs. fresh fish.

Str. Robert and Edwin, gill netting, 600 lbs. fresh fish.

Str. Quartette, gill netting, 500 lbs. fresh fish.

Str. R. J. Kellick, gill netting, 1500 lbs. fresh fish.

TODAY'S FISH MARKET.

Salt Fish

Handline Georges codfish, large, \$5.75 per cwt.; medium, \$4.75; snappers, \$3.50.

Eastern halibut codfish, large, \$5.00; medium, \$4.50.

Georges halibut codfish, large, \$5.50; mediums, \$4.50.

Cusk, large, \$2.50; mediums \$2.00; snappers, \$1.50.

Haddock, \$2.00.

Hake, \$2.00.

Pollock, \$2.00.

Fresh Fish.

Splitting prices:
Haddock, \$1.15 per cwt.
Eastern cod, large, \$2.25; medium, \$2.00; snappers, 75c.
Western cod, large, \$2.50; medium, \$2.15; snappers, 75c.
All codfish, not gilled, 10c per 100 pounds less than the above.
Hake, \$1.15.
Cusk, large, \$2.00; medium, \$1.50; snappers, 50c.
Dressed pollock, 90c; round, 80c.

Newfoundland bulk salt herring, \$3.50 per bbl.

Newfoundland pickled herring, \$4.50 per bbl.

Newfoundland frozen herring, 3 1-2c per lb.

Fresh halibut, 18c per lb for white and 14c for gray.

ELEVEN CRAFTS IN AT T WHARF

Schs. Thos. S. Gorton and Gladys and Nellie Have Largest Trips.

The morning's grist at T wharf, Boston, numbered 11 arrivals, 10 being fresh fish fares and one the British sch. Mary Young from Newfoundland with a cargo of frozen and pickled herring.

Fresh fish was in good demand and all the trips met a ready sale. The Gladys and Nellie had a nice fare of 52,000 pounds, while sch. Thomas S. Gorton, hailed for 64,000 pounds, the largest fare of the morning. Both crafts will realize nice stocks and shares as a result. The steam otter trawler Ripple is also in with 42,000 pounds of haddock, cod and sole.

Other fares are sch. Elsie, Capt. Al Reynolds, which had a tough experience down on the Cape Shore when eight men went astray, but were picked up again, and five of the shore boats.

Opening prices were \$5 to \$6 a hundred weight for haddock, \$5.50 for large and \$3.50 for market cod, \$4.50 to \$6.50 for hake, \$4.50 for pollock, and \$3 for cusk.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Ripple, 38,000 haddock, 2200 cod, 2500 lemon sole.

Sch. Gladys and Nellie, 45,000 haddock, 6000 cod, 1500 hake.

Sch. Thomas S. Gorton, 31,000 haddock, 15,000 cod, 18,000 cusk.

Sch. Elsie, 7000 haddock, 8000 cod.

Sch. Sadie M. Newman, 4000 haddock, 2500 cod, 4500 hake, 1000 cusk.

Sch. Evelyn M. Thompson, 2500 haddock, 1000 cod, 9000 hake.

Matthew S. Greer, 500 cod, 2000 hake, 500 cusk.

Sch. Stranger, 1500 haddock, 500 cod.

Sch. Elva L. Spurling, 3500 haddock, 500 cod, 1000 hake.

Sch. Eva and Mildred, 2000 haddock, 600 cod.

British sch. Mary Young, 1340 bbls. frozen herring, 61 bbls. pickled herring.

Haddock, \$5 to \$6 per cwt.; large cod, \$5.50; market cod, \$3.50; hake, \$4.50 to \$6.50; pollock, \$4.50; cusk, \$3.

Jan. 26 91
Will Send Tug to Bay of Islands.

The navy department has decided to send a government ocean tug to Bay of Islands, N. F., to assist in the release of the schooners now held there in the ice. This has been done at the request of Congressman Gardner, assisted by Congressman Peters and yesterday, Capt. Gardner was notified

much of a job as any cutter would want to attempt to break through the ice, while on the other hand they doubt the wisdom, even if the crafts were freed, of their ability to make the passage through the ice fields of the gulf without being crushed.

Sch. Georgie Campbell, which was further outside than the other two, is now ashore and full of water, leaving the Bucksport schooner Hiram Lowell and British schooner Frances Willard chartered by T. M. Nicholson, owner of the Lowell. Both of the latter crafts are frozen in hard and from advices received here this morning, it looks as though they will stay there until spring. Their cargoes are valued at between \$12,000 and \$15,000, it is said.

The action of the navy department in agreeing to send a tug is the result of the efforts of Congressman Gardner, who after being refused a cutter, took up the matter with the navy officials. The best that the tug can do in reaching the vessels at Bay of Islands is 10 days.

Provincetown Fishing News.

Sloop Vesta, Captain William O'Donnell, lost a dredge recently.

Sloop John W. Caswell, Captain Charles Campbell, secured 18 barrels of flounders Friday.

Motor Jessie D. Capt. Alex Kemp, secured 3 barrels of flounders Friday.

Sch. Bonita, Captain James Welsh, lost a dredge and shoes last Saturday the result of being caught on bottom.

Sloop Briganza, Captain J. W. Fuller, lost a dredge on Wood End bar Saturday. Three barrels of fish were taken that day.

Sch. Valerie, Capt. Frank Gaspe, lost main boom and foregaff in the storm of Monday week.

Sch. Natalie B. Nelson, Captain Antone White, came in port Friday buried in a coat of ice. A dory was smashed in the breeze.

The gasoline dories of Thomas Powe did exceptionally well the past week, after the cold spell. Some of the dories made as high as \$40.